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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
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10/673,866

4632

7590

08/10/2005

EDWARD LINSLEY  
137 DEER CREEK ROAD  
WETUMPKA, AL 36092

EXAMINER

ART UNIT	PAPER NUMBER
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3617

DATE MAILED: 08/10/2005

Please find below and/or attached an Office communication concerning this application or proceeding.



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In re Application of: N/A  
Application No.: 10/673866  
Effective Date: 09/29/2003  
Title: N/A  
Direct to: U. S. Patent and Trademark Office  
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**NOTICE UNDER 37 CFR 1.251 – Pending Application**

Statement (check the appropriate box):

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☐ The copy of the paper(s) listed in the notice under 37 CFR 1.251 is/are a complete and accurate copy of applicant's record of such paper(s).

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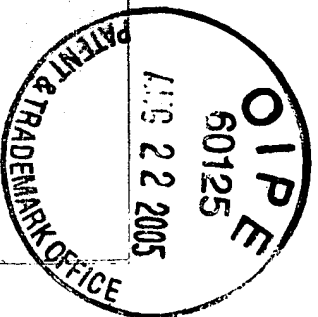
☐ Applicant does not possess any record of the correspondence between the Office and the applicant for the above identified application.

Aug. 17, 2005  
Date

Edward Linsley  
Signature  
Edward Linsley  
Typed or printed name

**A Copy of this notice should be returned with the reply.**

Burden Hour Statement: This collection of information is required by 37 CFR 1.251. The information is used by the public to reply to a request for copies of correspondence between the applicant and the USPTO in order to reconstruct an application file. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.14. This form is estimated to take 60 minutes to complete. This time will vary depending upon the needs of the individual case. Any comments on the amount of time you are required to complete this form should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, P.O. Box 1450, Alexandria, Virginia 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Commissioner for Patents, P.O. Box 1450, Alexandria, Virginia 22313-1450.



Request by Patent Office CSIT, SIT/6A25 for duplicates of correspondence in reference to Patent Application No: 10/673866, Twister Wings sailboat by Edward Linsley. Enclosed herein:  
USPTO cover letter dated 08/10/2005 and Signature notice, PTO R251.RES.

Duplicates of correspondence:

Three pages of notes dated from 9/29/03 to 7/21/05

Five pages of Certificate of Correction plus three pages of Corrected Drawings, both dated 10/30/03

~~703-308-1773~~ 7/23/04

## Status of Pat. Application

9/29/03 ~ Mailed Pat Appl. by Express Mail

10/6/03 ~ Call from Ms. STreater (703-306-5430)

~ Dependent claims ~~were~~ not stated properly.

~ Agreed to change all claims to independent status. Extra chg deducted from credit ch.

~ Notified that Application Serial # 10673866.

10/30/03 ~ Sent in 2 Text corrections and 1 drawing correction

Jan, 04 ~ ck on status of applic. ~ 2 yr. wait stated.

7/23/04 ~ Status inquiry of Pat. Applic. PTO # ~~703-305-1801~~

~ Assignment DIV 703-308-9723 ~ Appl. has NOT been processed. ~ Recommends assist. from Electronic Business Center, 703-306-2600.

703-305-1801

~~ck on status of applic.~~ status inquiry of Pat. Appl.

7/23/04 ~ ~~Called to determine status of Pat. Applic.~~

~ Post Card (Red) was not returned for original application, 9/23/03

~ Official Filing Receipt has not been received

~ No notification of approval of drawings

~ What is status?

~ Will PTO publish Pat. Appl. 18 mo after Filing Date?, No!

9/29/03 Pat mailed at P.O. ~ Filing Date of Application

10/6/03 Called by B. Streater ~ 703-306-5430

All claims are independent ~ Total cost 543.00

Application Serial No. 10673866

Basic small entity fee = 375

Indep. claims above 3 @ 42 ea. for 4 = 168  
543

Ok'd for B. Streater to charge \$543 on  
my Visa Credit Card, Form PTO-2038.



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## Other

OUT-10-30-03

Applic. Title: Twister Wings Sailboat, Serial #10673866, by  
Edward Linsley,

Request for Certificate of Correction, 5 pages

A. Specification, Paragraph 68, Page 27

B. Abstract, Page 32

Submission of Corrected Drawing, 3 pages

Drawing, Page 5/6



30, 2003

Commissioner for Patents  
Washington, District of Columbia 20231

Sir:

1. The above patent contains significant error, as indicated on the attached Certificate of Correction form (submitted in duplicate). These errors arose at the respective places in the application file indicated below.
- ☐ 2. Since such error arose through the fault of the Patent and Trademark Office, it is requested that the Certificate be issued at no cost to applicant.
- ☒ 3. Such error arose through the fault of applicant(s). A check for \$ See below for the fee is enclosed. Such error is of a clerical or minor nature and occurred in good faith and therefore issuance of the Certificate of Correction is respectfully requested.
4. Specifically,

a. Specification, Paragraph 68, Page 27

b. Abstract, Page 32

Enclosures outline the errors followed with corrected replacement pages.

Please charge appropriate fee to Credit Card account,  
Form 2038 dated 9/29/03. Edward L. Linsley

Very respectfully,

Edward L. Linsley  
Patentee

Co-Patentee

Encs.

137 Deer Creek Rd.  
Address

Wetumpka, AL 36092

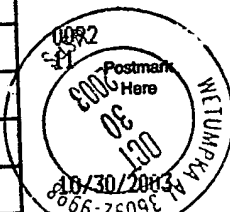
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seat may not provide a comfortable ride for crewmembers. Therefore, Fig. 10 shows a lowered hinge axis while still maintaining moderate attachment loads. The hinges on the hull side could be attached to bars that extend down to solid body mounts through slots in the wing and its hinge plate 34. These curved anchors would not be exposed when the wing is deployed for sailing. The wing root hinge plate in (both Figs. 9 and 10) is drawn as a segment of a fixed radius tube. As shown in Fig. 6, the flared seats converge forward with a straight line of sight that accommodates the straight hinge line. Then the slice of the tubular hinge plate will narrow forward to accommodate the seat thickness. In Fig. 10, the retracted wing will rest on the cockpit floor. But since the hinge line converges forward, most of the wing tip will recline over-center by up to one foot. This is a reasonable solution if it is considered acceptable for the second wing to lap over to lie on top of the first, and there is also a practical solution for folding the tiller. In Fig. 9, a rod retracted from the floor or transom could support the raised wing and this same arrangement could be used for a wing of Fig. 10 in a crowded mooring or against a dock, using complete folding only for road travel.

Corrected  
on following  
page

[69] The folding wing version of Fig. 6 with its low hinge line allows easier paddling at a launch site and is more convenient as a platform for picnicking, fishing or for resting than those of Fig. 9 or Fig. 10. However, it will need some innovations for water sealing of the hinge line at the floor pivot location and for the support and folding mechanism.

## SAIL AREA

[70] Determining sail area must begin with defining the sailing conditions which will subject the wings to their greatest stresses allowable while maintaining the boat upright, since there will be some sail size that will be capable of rolling the boat over in high winds. When sailing on a reach where the induced roll force is very large, the helmsman and other crew will be seated on the windward side where they can observe the status of the leeward wing. The boat will be heeled and maintained at the wing dihedral angle, keeping the wing flat on the water without lifting the aft end of the hull or submerging the wing tip. This will allow the maximum sailing speed for the wing-hull design for whatever wind and water condition that exists, and it will also impose the design loads and stresses on both wings. Having an excess sail area above that required for attaining maximum speed may be beneficial at other



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## TWISTER WINGS SAILBOAT

### ABSTRACT

Two fixed, tilted-up wings (22) (Fig. 1), (Fig. 5) attached at or above the water line along the aft rails of any monohull sailboat (20) will serve the dual functions of being an outboard platform for the crew on the windward side and when the boat heels enough to bring the leeward wing to the water, the design presents the wing at the proper entry as an efficient hydrodynamic lifting body planning the surface. Both wings reacting simultaneously outboard of the hull, one weighted down and one lifting up, produce a magnitude of restoring moments which will accommodate a very large sail area that will increase the potential for high speed sailing, as well as for sailing in lighter winds when both wings are held clear of the water

*Corrected on following page*

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**In the United States Patent and Trademark Office**

Serial Number: 10673866  
Appn. Filed: Sept. 29, 2003  
Applicant(s): Edward Linsley  
Appn. Title: Twister Wings Sailboat  
Examiner/GAU: \_\_\_\_\_

Mailed: Oct 30, 2003  
At: WeTumpka, AI 36092

**Submission of Corrected Drawings**

Commissioner for Patents  
Washington, District of Columbia 20231  
Attn: Chief Draftsperson

Sir:

New drawing sheet(s) (Drawings page 5/6) for the above application is/are enclosed, corrected as necessary. Please substitute this/these for the corresponding sheet(s) on file.

Very respectfully,

Applicant(s): Edward Linsley

do: Edward Linsley  
137 Deer Creek Rd.  
WeTumpka, AI 36092  
Telephone: 334 567-9869

**Certificate of Mailing**

I certify that this correspondence will be deposited with the United States Postal Service as first class mail with proper postage affixed in an envelope addressed to: "Commissioner for Patents, Washington, DC 20231" on the date below.

Date: 2003 Edward L Linsley, Applicant

5/6

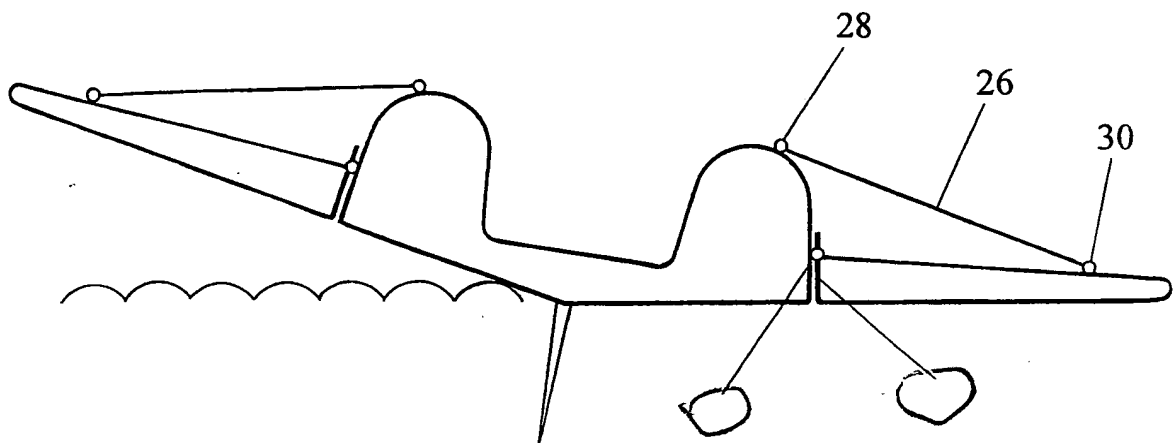


Fig. 7 I may have selected the incomplete Fig. 7 only when I assembled my identical copy. If the copy in your file is correct, please discard the enclosed page 5/6.

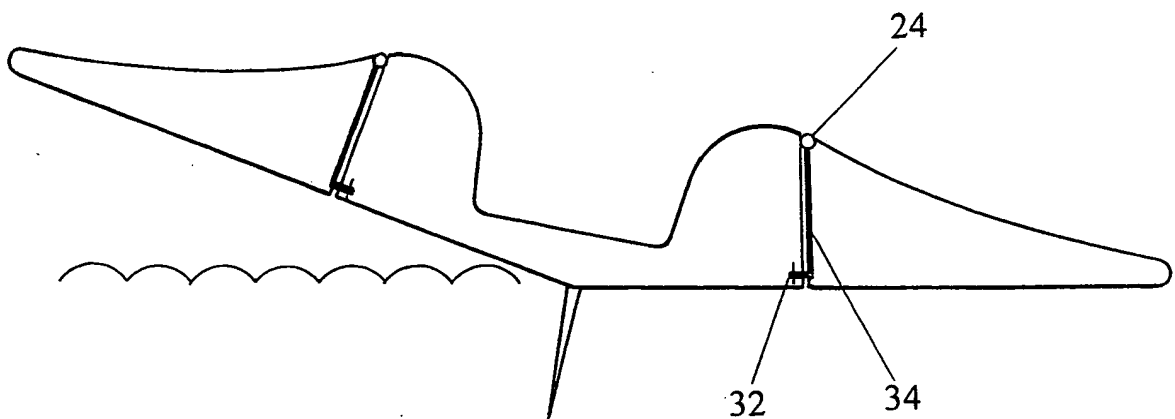


Fig. 8



5/6

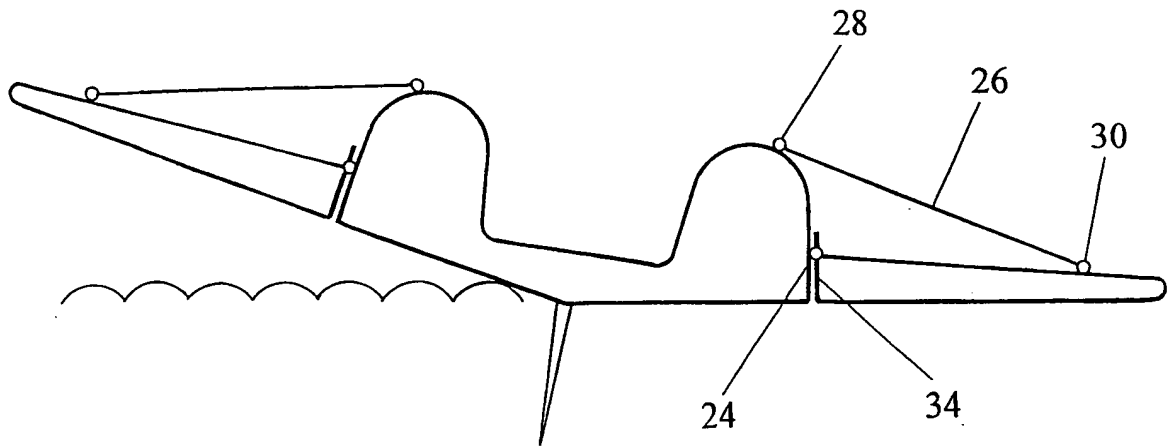


Fig. 7

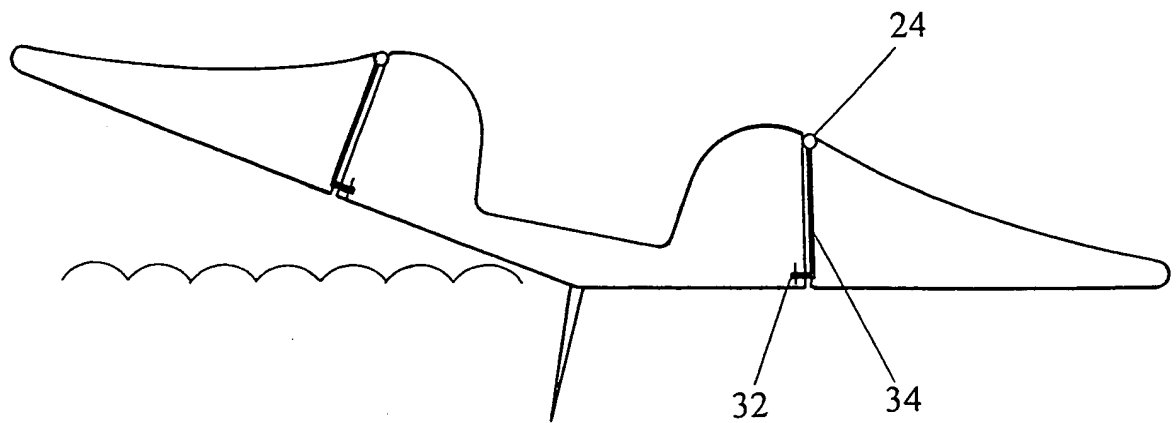


Fig. 8